

Humboldt Bay Alternative Rail Route Feasibility Study

Public Agencies

Support Letters as of March 2013

- **City of Eureka, CA**
- **City of Fortuna, CA**
- **City of Rio Dell, CA**
- **County of Humboldt, CA**
- **County of Trinity, CA**
- **County of Tehama, CA**
- **Wiyot Tribe**
- **Northern California Tribal Chairman's Association**
- **Humboldt State University**
- **Humboldt County Office of Education**
- **Humboldt County Sheriff's Office**
- **Shasta-Trinity National Forest**
- **Six Rivers National Forest**

1/17/12

RESOLUTION NO. 2012- 02

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EUREKA SUPPORTING
THE HUMBOLDT BAY ALTERNATIVE RAIL ROUTE FEASIBILITY STUDY**

WHEREAS, modern transportation infrastructure is salient to the future security and economic development of the Port of Humboldt Bay, Humboldt County and northern California; and

WHEREAS, the economic impact of an active rail connection from the national rail system to Humboldt Bay is quantifiable by two recent missed opportunities that resulted in approximately \$25 million per year of lost economic value to our community because the two shipping opportunities located elsewhere due to the lack of an active rail connection to Humboldt Bay; and

WHEREAS, a study analyzing an east-west alternative rail route connecting Humboldt Bay to the national rail system would provide valuable information on the feasibility of restoring rail service to Humboldt Bay; and

WHEREAS the *Humboldt Bay Alternative Rail Route Feasibility Study* has been conceptually proposed to analyze the concept of developing an east-west alternative rail route from the national rail system to Humboldt Bay; and

WHEREAS, a new easterly route would likely connect Humboldt Bay to the existing Union Pacific main rail line just south of Red Bluff near Gerber, CA; and

WHEREAS, this potential new route, at approximately 125 miles long, is roughly half of the length of the existing Northwestern Pacific rail line and involves a fraction of the tunnels, bridges and signaled crossings of the existing rail line; and

WHEREAS, the *Humboldt Bay Alternative Rail Route Feasibility Study* is proposed to include a literature review on the history of this route, identification of a proposed route along with alternatives, identification of land ownerships along the proposed route, a conceptual development plan that includes rail ownership and governance, preliminary engineering feasibility, highway connectors and any proposed modifications to improve highway/rail interface, estimated permitting needs, estimated environmental issues and mitigations, and estimated development costs and timeline; and

RESOLUTION NO. 2012-02

Page 2 of 3

WHEREAS, an easterly route could incorporate the Humboldt Bay Short Rail portion of the existing NCRA right-of-way from South Fork to Samoa when it became operational; and

WHEREAS, exploring an alternative rail route would provide valuable information on transportation options for economic development, as well as establishing a reliable connection to areas outside the local community when natural disasters or other events isolate the Humboldt Bay region; and

WHEREAS, the proposed study would provide data for both our decision makers and for those wanting to make investments in the Humboldt Bay region; and

WHEREAS, due to the apparent economic potential of a rail line connecting Humboldt Bay to the national rail system, the City of Eureka now has an opportunity to lead an effort to explore the feasibility of an alternate rail route to the east.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Eureka to support, as a public governing body, a feasibility study of an alternative (eastern) rail route to connect Humboldt Bay to the national rail system; and

Be it Further Resolved that the City of Eureka does hereby agree to participate in a public/private effort to acquire funding and technical support to insure the success of the *Humboldt Bay Alternative Rail Route Feasibility Study*; and

Be it Further Resolved that the City of Eureka does hereby agree to meet and promote with HCOAG and other jurisdictions regarding a conceptual route to insure the success of the *Humboldt Bay Rail Route Feasibility Study Alternative*.

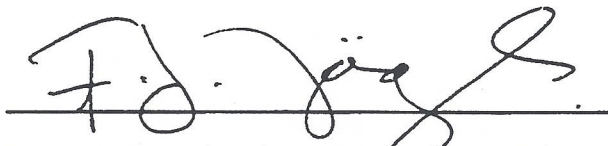
PASSED, APPROVED AND ADOPTED by the City Council of the City of Eureka in the County of Humboldt, State of California, on the 17th day of January, 2012 by the following vote:

AYES: COUNCILMEMBERS BRADY, ATKINS, NEWMAN, CIARABELLINI

NOES: COUNCILMEMBERS

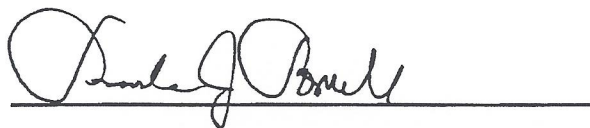
ABSENT: COUNCILMEMBERS MADSEN

ABSTAIN: COUNCILMEMBERS

A handwritten signature in black ink, appearing to read "F. J. Jäger", written over a horizontal line.

Frank J. Jäger, Mayor of the City of Eureka

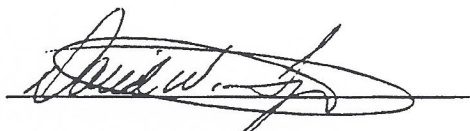
Attest:

A handwritten signature in black ink, appearing to read "Pamela J. Powell", written over a horizontal line.

Pamela J. Powell, City Clerk

Approved as to Administration:

Approved as to form:

A handwritten signature in black ink, appearing to read "David W. Tyson", written over a horizontal line.

David W. Tyson, City Manager

A handwritten signature in black ink, appearing to read "Cyndy Day-Wilson", written over a horizontal line.

Cyndy Day-Wilson, City Attorney

675 Wildwood Avenue
Rio Dell, CA 95562
(707) 764-3532



May 2, 2012

RE: Northern California East/West Rail Feasibility Study

To Whom It May Concern:

The City Council of the City of Rio Dell supports a study to assess the feasibility of a new railroad line between Humboldt Bay and the Northern Sacramento Valley, as acknowledged by attached Resolution No. 1139-2011. Rail access to the area could open up new economic opportunities for business growth and employment. Many interests in the community have joined together to advocate for such a study.

In this effort the City trusts you will give serious consideration to Mr. Nick Angeloff's proposal for a feasibility study of a project that has potential to stimulate the economy of our region by providing new infrastructure that will connect a major, underutilized port to the national rail system.

Respectfully on behalf of the City of Rio Dell City Council,

A handwritten signature in dark ink, appearing to read "Ron Henrickson". The signature is fluid and cursive, with a long, sweeping underline.

Ron Henrickson
City Manager

CC Mayor and City Council

RESOLUTION NO. 1139-2011

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF RIO DELL SUPPORTING THE HUMBOLDT
BAY ALTERNATIVE RAIL ROUTE STUDY**

WHEREAS, transportation infrastructure is salient to the future security and economic Development of the Port of Humboldt Bay, Humboldt County and the northern coast of California; and

WHEREAS, analyzing an east-west alternative rail route connecting Humboldt Bay to the national rail network is a viable study; and

WHEREAS, information on an alternative rail route would impact planning by local communities, the Port of Humboldt and the NCRC and its operator; and

WHEREAS, exploring this option would provide valuable information on transportation options for economic development, as well as establishing a reliable connection to areas outside the local community when natural disasters or other events isolate us; and

WHEREAS, the economic impact of an active rail connection from the national rail network to Humboldt Bay is quantifiable in that two recent missed opportunities due to the lack of an active rail connection have shown that the Harbor District lost approximately \$2 million per year in revenue and the community lost approximately \$25 million per year of economic value based in the economic stimulus afforded the two small port communities that won those contracts; and

WHEREAS, the proposed study would provide data for both our decision makers and for those wanting to make investments in the Humboldt Bay region; and

WHEREAS, the purpose of the Humboldt Bay Alternative Rail Route Study is to analyze the concept of developing an east-west alternative rail route from the national rail system to Humboldt Bay is approximately 125 miles relative to the 325 miles using the existing Northwestern Pacific Railroad's right-of-way; and

WHEREAS, a new easterly route would connect Humboldt Bay to the existing Union Pacific main rail line just south of Red Bluff near Gerber, California; and

WHEREAS, this new route involves a fraction of the tunnels, bridges and signaled crossings of the existing rail line; and

WHEREAS, the study would involve a literature review on the history of this route, identification of the proposed route, identification of land ownerships along the proposed route, a conceptual development plan that includes rail ownership and governance, preliminary engineering feasibility, highway connectors and any proposed modifications

to improve highway/rail interface, estimated permitting needs, estimated environmental issues and mitigations, and estimated development costs and timeline; and

WHEREAS, an easterly route could incorporate the Humboldt Bay Short Rail portion of the existing NCRA right-of-way from South Fork to Samoa and eventually tie into the Eel River portion when it became operational.

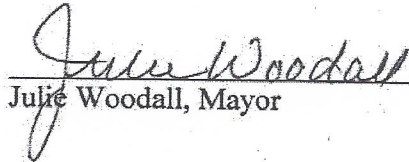
NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Rio Dell as follows:

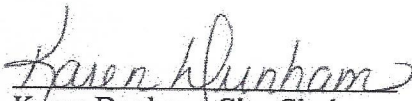
The City of Rio Dell supports, as a public governing body, a feasibility study of an eastern route for our railroad to connect to the national rail network.

PASSED AND ADOPTED by the City Council of the City of Rio Dell on this 20th day of December, 2011 by the following vote:

AYES:	Mayor Woodall, Councilmembers Leonard, Marks, Thompson and Wilson
NOES:	None
ABSENT:	None
ABSTAIN:	None

Attest:


Julie Woodall, Mayor


Karen Dunham, City Clerk

RESOLUTION NO. 2012- 05

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FORTUNA SUPPORTING
THE HUMBOLDT BAY ALTERNATIVE RAIL ROUTE FEASIBILITY STUDY**

WHEREAS, modern transportation infrastructure is salient to the future security and economic development of the Port of Humboldt Bay, Humboldt County and northern California; and

WHEREAS, the economic impact of an active rail connection from the national rail system to Humboldt Bay is quantifiable by two recent missed opportunities that resulted in approximately \$25 million per year of lost economic value to our community because the two shipping opportunities located elsewhere due to the lack of an active rail connection to Humboldt Bay; and

WHEREAS, a study analyzing an east-west alternative rail route connecting Humboldt Bay to the national rail system would provide valuable information on the feasibility of restoring rail service to Humboldt Bay; and

WHEREAS the *Humboldt Bay Alternative Rail Route Feasibility Study* has been conceptually proposed to analyze the concept of developing an east-west alternative rail route from the national rail system to Humboldt Bay; and

WHEREAS, a new easterly route would likely connect Humboldt Bay to the existing Union Pacific main rail line just south of Red Bluff near Gerber, CA; and

WHEREAS, this potential new route, at approximately 125 miles long, is roughly half of the length of the existing Northwestern Pacific rail line and involves a fraction of the tunnels, bridges and signaled crossings of the existing rail line; and

WHEREAS, the *Humboldt Bay Alternative Rail Route Feasibility Study* is proposed to include a literature review on the history of this route, identification of a proposed route along with alternatives, identification of land ownerships along the proposed route, a conceptual development plan that includes rail ownership and governance, preliminary engineering feasibility, highway connectors and any proposed modifications to improve highway/rail interface, estimated permitting needs, estimated environmental issues and mitigations, and estimated development costs and timeline; and

WHEREAS, an easterly route could incorporate the Humboldt Bay Short Rail portion of the existing NCRA right-of-way from South Fork to Samoa when it became operational; and

WHEREAS, exploring an alternative rail route would provide valuable information on transportation options for economic development, as well as establishing a reliable connection to areas outside the local community when natural disasters or other events isolate the Humboldt Bay region; and

WHEREAS, the proposed study would provide data for both our decision makers and for those wanting to make investments in the Humboldt Bay region; and

WHEREAS, due to the apparent economic potential of a rail line connecting Humboldt Bay to the national rail system, the City of Fortuna now has an opportunity to encourage and support the efforts to explore the feasibility of an alternate rail route to the east.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Fortuna, as a public governing body, to encourage and support a feasibility study of an alternative (eastern) rail route to connect Humboldt Bay to the national rail system; and

BE IT FURTHER RESOLVED that the City of Fortuna does hereby agree to support the public/private effort to acquire funding and technical support to insure the success of the *Humboldt Bay Alternative Rail Route Feasibility Study*; and

BE IT FURTHER RESOLVED that the City of Fortuna does hereby agree to meet and promote with HCOAG and other jurisdictions regarding a conceptual route to insure the success of the *Humboldt Bay Rail Route Feasibility Study Alternative*.

APPROVED AND ADOPTED by the City Council of the City of Fortuna in the County of Humboldt, State of California, on the 6th day of February, 2012 by the following vote:

AYES: Council Member Glaser, Long, Losey, Mayor Pro Tem Zanzi, Mayor Strehl

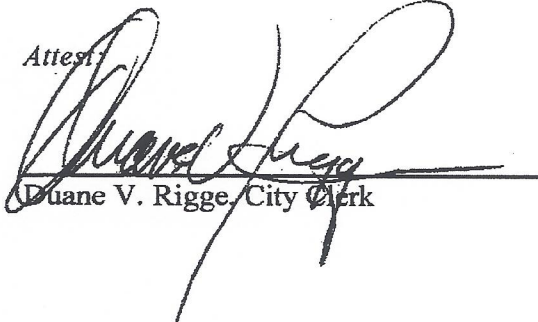
NOES: None

ABSENT: None

ABSTAIN: None


Douglas Strehl, Mayor

Attest:


Duane V. Rigge, City Clerk

IN THE BOARD OF SUPERVISORS
COUNTY OF TRINITY, STATE OF CALIFORNIA
17th day of April 2012

Resolution No. 2012-018

A RESOLUTION OF THE TRINITY COUNTY BOARD OF SUPERVISORS
SUPPORTING THE HUMBOLDT BAY ALTERNATIVE RAIL ROUTE
FEASIBILITY STUDY

WHEREAS, modern transportation infrastructure is salient to the future security and economic development of northern California, Trinity County, Humboldt County and the Port of Humboldt Bay; and

WHEREAS, a study analyzing an east-west rail route connecting Humboldt Bay to the national rail system would provide valuable information on the feasibility of restoring rail service to Humboldt Bay; and

WHEREAS, the *Humboldt Bay Alternative Rail Route Feasibility Study* has been conceptually proposed to analyze the concept of developing an east-west alternative rail route from the existing national rail system to Humboldt Bay; and

WHEREAS, Trinity County stands to gain the potential for an affordable means of moving goods and products for the local and regional businesses operating in the county, should the feasibility study show that an east-west rail route can be built; and

WHEREAS, Trinity County is a vital link for any future development of such a proposed rail route and therefore desires to be included in any and all aspects of the discussions, public hearings and planning for the feasibility study; and

WHEREAS, the *Humboldt Bay Alternative Rail Route Feasibility Study* is proposed to include a literature review on the history of this route, identification of a proposed route along with alternatives, identification of land ownerships along a proposed route, a conceptual development plan that includes rail ownership and governance, preliminary engineering feasibility, highway connectors and any proposed modifications to improve highway/rail interface, estimated permitting needs, estimated environmental issues and mitigations, as well as an estimated developments costs and timeline, and

WHEREAS, exploring an alternative rail route would provide valuable information on transportation options for economic development in the northern California region, as well as establishing a reliable connection to areas outside local communities when natural disasters or other events occur, and

WHEREAS, the proposed study would provide the needed data for local decision makers, potential investors, existing local businesses, the residents of Trinity & Humboldt Counties, the City of Eureka and Humboldt Bay as well northern California to determine a viable economic path for the movement of goods and transportation,

NOW, THEREFORE, BE IT RESOLVED, that the Trinity County Board of Supervisors, in recognition of the economic hardships and potential opportunities for Humboldt Bay, Trinity County, as well as the remainder of northern California, do hereby support the feasibility study of an alternative east-west rail route to connect Humboldt Bay to the national rail system; and

BE IT FURTHER RESOLVED that the Trinity County Board of Supervisors does hereby agree to participate to the fullest extent fiscally possible in the public/private effort to acquire funding and technical support to ensure the success of the *Humboldt Bay Alternative Rail Route Feasibility Study*

Upon motion of Supervisor Chapman, seconded by Supervisor Otto, and on the following roll call vote, to-wit:

AYES: Supervisors Otto, Chapman, Pflueger and Jaegel

NOES: Supervisor Morris

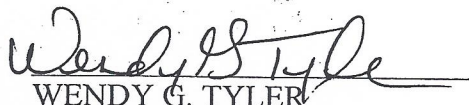
ABSENT: None

ABSTAINING: None

The foregoing resolution is hereby adopted:


ANTON R. JAEGEL, Chairman
Board of Supervisors

ATTEST:


WENDY G. TYLER
Clerk of the Board of Supervisors

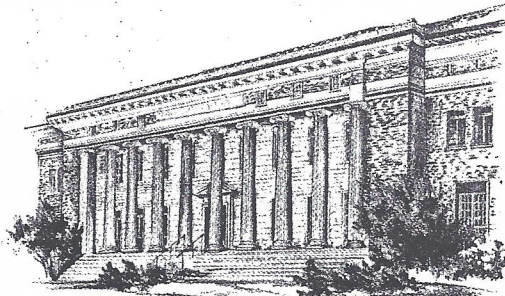
The foregoing is a correct copy of the original instrument on file in this office.

Attest: WENDY G. TYLER
Clerk of the Board of Supervisors of
the County of Trinity, State of
California,

By: 
Deputy

Board of Supervisors
COUNTY OF TEHAMA

*District 1 – Gregg Avilla
District 2 – George Russell
District 3 – Dennis Garton
District 4 – Bob Williams
District 5 – Ron Warner*



Tehama County Courthouse

*Williams J. Goodwin
Chief Administrator*

April 3, 2012

Mr. David Tyson
Eureka City Manager
531 K Street
Eureka, CA 95501

Re: East-West Rail Route Alternative – Humboldt Bay to Tehama County

Dear Mr. Tyson:

Tehama County supports the City of Eureka's efforts to analyze the concept of developing an east-west rail route that would connect Humboldt Bay to the national rail system in Tehama County.

We agree that Tehama County is the logical eastern connection point for many reasons, including:

- Connectivity within Central Tehama County to both the I-5 corridor and the national rail system.
- Available land to create a multi-modal terminal.
- Existing international market for Tehama, Glenn and Butte County olives, bulk fruits and nuts which currently are shipped through Stockton and Oakland to Pacific Rim countries.
- Potential for private investment capital upon completion of the feasibility analysis.

While Tehama County will not be participating financially in the study we are supportive of your efforts and are willing to consider providing additional letters of support for specific funding source requests in the future.

Sincerely,

Robert Williams, Chairman
Board of Supervisors



HUMBOLDT STATE UNIVERSITY

Office of the President

Mayor Frank Jager
Members of the Eureka City Council
City of Eureka
531 "K" Street
Eureka, CA 95501

cc: cc/em
RECEIVED
JUN 12 2012
CITY CLERK

June 8, 2012

Dear Mayor Jager:

I was very pleased to learn about the initiative to develop an East-West rail line from Humboldt County to Gerber or Redding at a presentation by several of your colleagues at Humboldt State University. Our region suffers from poor transportation and the consequences of this for our economy are apparent. The California Center for Rural Policy on the campus of Humboldt State University did a study a few years ago of our economy, and its affects on our citizens. Consider the following information they found (Report at <http://www.humboldt.edu/ccrp/blog/rural-poverty-its-health-impacts-look-poverty-redwood-coast-region>) for our region.

- * According to the U.S. Census, 2000, poverty rates are higher in the Redwood Coast Region than in the U.S. and California.
- * The groups with the highest poverty rates in the Redwood Coast Region are children (particularly children under age 5), families headed by single women with children and the Black/ African American population.
- * Compared to California and the United States, the Redwood Coast Region has higher poverty rates for every race/ethnicity.

The decline in the fishing and lumber industries means that we must develop other businesses and make use of our wonderful Humboldt Bay. I believe this can be accomplished without seriously harming our beautiful natural environment. The development of this rail line would also be a significant benefit for Humboldt State University and its students, faculty and staff. Many of our students who come from elsewhere in the state and nation would like to stay in Humboldt but cannot find appropriate positions here. The development of a new rail line and the businesses it will support will provide new opportunities for them.

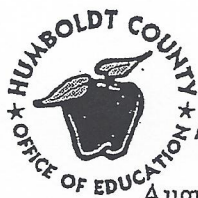
The construction of a new rail line will require a significant investment and thus the feasibility study you are proposing is critical to its potential success. I believe my colleagues at Humboldt State University could participate in such a study and provide information about the business, economic and environmental implications of this proposal.

Thanks to you and your colleagues for proposing this study. We must develop ways to support our community and this is a good idea.

Sincerely,

Rollin C. Richmond
President

cc: Mr. David W. Tyson, City Manager



GARRY T. EAGLES, Ph.D., Superintendent

901 Myrtle Avenue, Eureka, California 95501-1294

Phone: 707/445-7000

FAX: 707/445-7143

www.humboldt.k12.ca.us

August 27, 2012

Humboldt County Board of Supervisors
825 5th Street
Eureka, CA 95501

Dear Members, Board of Supervisors:

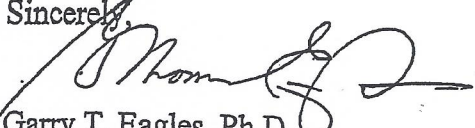
SUBJECT: SUPPORT OF THE PROPOSED RAILROAD FEASIBILITY STUDY

Recently, I have been informed of growing community interest in pursuing a formal study of the potential economic benefits of a west to east railroad connection linking the coast with Red Bluff. For a variety of reasons, I am strongly in favor of the Humboldt County Board of Supervisors actively participating in this effort. In fact, I think the County should take a major role in organizing and helping to obtain the economic resources required to conduct a comprehensive study surrounding the question of railroad connection viability.

I have personally observed one-third of our K-12 student population disappear over the years primarily due to the decreasing economic opportunities provided young families in our area, and that trend in student enrollment decline continues. While schools are making great strides in trying to provide a strong, capable workforce for the future, it is imperative that our local economy become more diversified if we wish to see significant changes to this trend. It is conceivable that our untapped harbor resources could be a key in helping to provide just such diversity. A feasibility study would help provide the information necessary for decision makers to determine if there is sufficient ROI from the potential boost to new harbor activities and other economic impacts if a railroad connection were in existence.

By having the County play a lead role in this effort, it is likely that the State of California could also be encouraged to become involved. Undoubtedly, if at some point Humboldt Bay were to be established as a viable port of call for Asian shipping, it would have positive economic reverberations for the entire state. The time certainly seems right for this study to be undertaken.

Sincerely,


Garry T. Eagles, Ph.D.
Humboldt County Superintendent
of Schools

GTE:gb

c: Railroad Feasibility Study Group



HUMBOLDT COUNTY SHERIFF'S OFFICE

MICHAEL T. DOWNEY, SHERIFF

CIVIL/COURTS
(707) 445-7335

MAIN STATION
826 FOURTH STREET • EUREKA CA 95501-0516
PHONE (707) 445-7251 • FAX (707) 445-7298

CUSTODY SERVICES
(707) 441-5159

August 17, 2012

Mayor Frank Jager
City of Eureka
531 "K" Street
Eureka, Ca. 95501

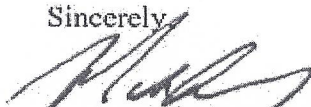
Dear Mayor Jager:

I want to express my excitement in regards to the feasibility study to be conducted regarding a East-West rail line. Our county is in a transition period from what used to be our most reliable industries to a new economic based subsitutte, which will hopefully return economic viability to our region.

I view this endeavor as a way to secure a new transportation hub here on the North Coast that will bring economic growth as well as providing a viable alternative for the transportation of goods throughout the west coast region.

I realize the costs associated with this project will be significant but I also realize this will result in long term viability and stability for our area. Thank you for your efforts and in proposing such a study and I support those efforts as Sheriff of Humboldt County.

Sincerely,


Michael T. Downey, Sheriff
Humboldt County



Eureka Police Department

604 C Street
Eureka, California 95501-0341
(707) 441-0000 phone - (707) 441-4334 fax
www.ci.eureka.ca.gov

June 21, 2012

Mayor Frank Jager and
Members of the Eureka City Council
531 K Street
Eureka CA, 95591

Re: Eureka Police Department Support of a Feasibility Study

Mayor Jager,

A strong economy reduces crime by putting the Citizens of the Northcoast back to work and providing a broad tax base to support local law enforcement and mental health agencies. The economic impact of an active rail connection from the national rail system in the Sacramento Valley to the deepwater seaport at Humboldt Bay would increase the potential for job creation on the Northcoast. A study analyzing the feasibility of a new rail route connecting Humboldt Bay to the national rail system would provide valuable information on viability of such a transportation connection.

It is my understanding that a Feasibility Study would address such issues as the identification of a proposed route along with alternatives; identification of land ownerships along the proposed route, a conceptual development plan that includes rail ownership and governance, preliminary engineering feasibility, highway connectors and any proposed modifications to improve highway/rail interface, estimated permitting needs, estimated environmental issues and mitigations, additional uses of the new rail corridor such as fiber optic, trail, etc; assessment of potential markets; estimated development costs, basic market analysis and timeline. A study would provide data for decision makers, business leaders and those wanting to make investments on the Northcoast.

I wholeheartedly support such a study and encourage the City of Eureka to pursue a Feasibility Study with all haste.

Sincerely,


Chief Muri Harpham
Eureka Police Department

Wiyot Tribe

December 12, 2011



Humboldt Bay Alternative Rail Route Study

The Wiyot Tribe has resolved to support the re-establishment of the rail connection to the National Rail Network with a preference for an eastern route in August of 2011.

The Wiyot Tribe has a keen interest in becoming active in port activities including ownership or lease of facilities for the purposes of mariculture both offshore and onshore, participation in short sea shipping, tourism and international trade. Given our track of entering into port activities within our ancestral territory, we believe that a connection to the National Rail Network will be necessary to establish a thriving business. This connection, coupled with mariculture, tourism and short sea shipping will provide the necessary components for the long term success of the local economy and the port facilities.

Our recent efforts have included developing relationships with national and international investors to support both our entry into the port facilities and the establishment of a short line tourist rail as well as a connection to the National Rail Network. Multiple investors have commented on the potential of the Port on Humboldt Bay, agreeing that the port becomes substantially more attractive as an investment opportunity with a connection to the National Rail Network.

These investors have requested that the region show public support for a large scale project that would provide this connection before they commit their capital. To be clear, there are multiple investors who will consider funding a rail connection on the scale on one billion dollars if they are given confidence that the project would be supported by the regional public agencies and facilitated by the regulatory bodies. Also to be clear, the Wiyot Tribe believes that both this rail connection and port development must be conducted in an environmentally sensible manner and that rail is more environmentally sensitive than our current, inefficient transportation systems. Under these parameters, we can flourish economically within a healthy and attractive environment; there is no need to choose one over another.

In this context and with deep respect, we believe that analyzing an east-west alternative rail route is an appropriate use for the approximately \$259,000 ISTEA funds currently under consideration by the Humboldt Bay Harbor, Recreation and Conservation District.

Respectfully,

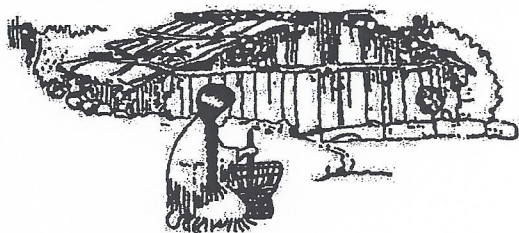
12/15/2011

X *Theodore Hernandez*

Theodore Hernandez

Chairman Wiyot Tribe

Signed by: Theodore Hernandez



Wiyot Tribe

RESOLUTION NO. 11-22

DATE APPROVED: 7/25/11

RE: Support for the restoration of rail service from Humboldt Bay to the National Rail Network.

WHEREAS, the Wiyot Tribe is a federally recognized sovereign Indian tribe with authority to self-govern as recognized by the Federal Government of the United States of America, and;

WHEREAS, the Wiyot Tribe has the authority and administrative capability to provide services, activities and programs under the guidelines set forth in 25 CFR, 25 U.S.C. and established tribal policy through the Wiyot Tribal Business Council, and;

WHEREAS, the Wiyot Tribe identifies as priority the restoration of rail service from Humboldt Bay to the National Rail Network, and;

WHEREAS, the Wiyot Tribe recognizes that the Humboldt Bay Region is in dire need of decent paying jobs with benefits to attract our children to remaining in and contributing to strengthening our economy, and;

WHEREAS, the Wiyot Tribe recognizes that restoration of rail service connecting Humboldt Bay to the National Rail Network will provide a key economic engine for the revitalization of our local economy and is essential to the development of modern port facilities on Humboldt Bay for the import and export of goods; and,

WHEREAS, the Wiyot Tribe recognizes that freight rail transport is the most efficient and environmentally sound option for land transportation in Humboldt County; and,

WHEREAS, the Wiyot Tribe recognizes that a rail system will enhance the economy and security of the Nation by providing an alternative point of access for international commerce; and,

WHEREAS, the Wiyot Tribe realizes that federal and state treasuries will likely be unavailable to fund the entirety of a rail project and therefore encourages

the support of private investment to establish a rail connection to the National Rail Network, including the possibility of a rail line from Eureka/Fairhaven east to the Red Bluff area; and,

WHEREAS, the Wiyot Tribe discourages the current railbanking efforts as unwise due to the high potential that the process would effectively foreclose forever the use of the rail for economic revitalization as any railbanked right of way more than 50 miles in length has ever been returned to freight rail service,

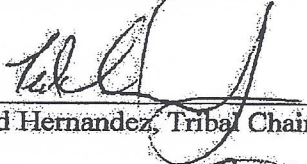
THEREFORE BE IT RESOLVED, that the Tribal Council of the Wiyot Tribe hereby supports efforts to revitalize our local economy by restoring rail service from Humboldt Bay to the National Rail Network,

BE IT FURTHER RESOLVED, that the Tribal Council of the Wiyot Tribe opposes the current efforts to railbank our existing rail right of way and encourages other regional leaders to support and be receptive to efforts at establishing a rail connection from Humboldt Bay to the National Rail Network.

BE IT FURTHER RESOLVED, that the Tribal Council of the Wiyot Tribe shall have the right to review all applications, contracts, modifications or other documents and amendments prior to the execution of said contracts, amendments or modifications.

*****CERTIFICATION*****

I, the undersigned, as the Chairperson of the Table Bluff Reservation - Wiyot Tribe, do hereby certify that Resolution No. 11-22 was approved by the Tribal Business Council at the regularly scheduled meeting on this 25th day of July, 2011. This Resolution was approved by a vote of 4 HiH, 0 Kiyowl, with 0 abstaining. This Resolution has not been rescinded or amended in any way.


Ted Hernandez, Tribal Chair

7/27/11
Date


Leona Wilkinson, Secretary

7/28/11
Date

NCTCA

Northern California Tribal Chairmen's Association

City of Eureka
Attn: City Manager
531 K Street
Eureka, CA 95501



Bear River Band
Rogue Valley Rancheria

Land Bridge Alliance
1310 Sixth Street
Eureka, CA 95501



Blue Lake Rancheria

RE: Letter of support for a feasibility study to determine the viability of an east to west rail connection to the nation rail network.

Land Bridge Alliance,



Elk Valley Rancheria

The Northern California Tribal Chairmen's Association supports a feasibility study of an east to west rail alignment that would connect Humboldt County to the Northern Sacramento Valley. Northwestern California businesses, tribal businesses included, experience a competitive disadvantage that is directly attributable to transportation costs and the lack of a connection to the national rail network. The NCTCA recognizes the regional need for living wage jobs with benefits in order to attract our children to remain in the area and contribute to growing a strong economic base. The NCTCA would like to better understand the economic costs and benefits associated with a new rail connection and a feasibility study will provide the information required to conduct an analysis of the benefits afforded our individual tribes.



Hoopa Valley Tribe



Klamath Tribe

Rail and ship are the most efficient and environmentally sound transportation options. With growing concerns over climate and environmental change, and their impact on the natural resources upon which our respective membership depends, the NCTCA views the freight and passenger rail as an environmentally sound option into the future. While we are aware that the construction of a new rail will cause immediate impacts, we do not know the extent of these impacts relative to the long-term environmental benefits; a feasibility study will better inform us as to the costs and benefits to the environment on which our culture and traditions depend.



Redding Rancheria

The potential of a project such as this to stimulate the economy of our port to increase international import and export beyond local resources and products into regional and national markets has the potential to provide substantial economic benefits while affecting minimal impacts to our way of life. The project has been described as a land bridge between Humboldt Bay and the Nation; the NCTCA would like the opportunity to review an analysis of the potential markets associated with a new rail connection. A feasibility study would provide this information for our respective Tribes.



Smith River Rancheria



Trinidad Rancheria

It is therefore the opinion of the NCTCA that we support the efforts of the Land Bridge Alliance to fund a feasibility study which will identify a potential east to west connection to the national rail network, identify potential environmental impacts, define the cost of the project, identify the potential economic benefits, and provide an understanding of the markets that would utilize this rail. With this information our respective Tribes can better understand the impacts and benefits of the proposed project.



Yurok Tribe

Thank You,

Garth Sundberg

Garth Sundberg
NCTCA Chairman



Yurok Tribe



United States
Department of Agriculture

Forest Service

Shasta-Trinity National Forest
Headquarters

3644 Avtech Parkway
Redding, CA 96002
(530) 226-2500
(530) 226-2490 - TDD
<http://www.fs.usda.gov/stnf>

File Code: 1500/5460

Date: April 6, 2012

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APR 11 2012

CITY CLERK

David Tyson
City Manager
The City of Eureka
531 K Street
Eureka, CA 95501

Dear Mr. Tyson:

The Shasta-Trinity National Forest supports the efforts of the City of Eureka and other organizations to explore the feasibility of an alternate rail route in connecting the Port of Humboldt Bay to the national rail network in the Redding/Red Bluff area.

Any proposed east-west rail route connecting the coast to the Sacramento valley rail line would cross through portions of National Forest System lands, managed by the Shasta-Trinity National Forest. I recognize the potential economic benefits of a rail connection from the national rail system to Humboldt Bay and support the concept of doing a feasibility study to provide valuable information associated with constructing such a connection.

Sincerely,

J. SHARON HEYWOOD
Forest Supervisor

cc: Trinity County Board of Supervisors





United States
Department of
Agriculture

Forest
Service

Six Rivers
National Forest

1330 Bayshore Way
Eureka, CA 95501-3841
(707) 442-1721 Text (TTY)
(707) 442-1721 Voice

File Code: 1500/5460

Date: February 29, 2012

David Tyson
City Manager
The City of Eureka
531 K Street
Eureka, CA 95501

RECEIVED
MAR 06 2012

CITY CLERK

Dear Mr. Tyson,

The Six Rivers National Forest supports the efforts of the City of Eureka and other organizations to explore the feasibility study of an alternate rail route in connecting the Port of Humboldt Bay to the national rail network in the Redding/Red Bluff region.

Any proposed East/West coast to Sacramento valley rail line would cross through portions of National Forest system lands.

I met with Mr. Nick Angeloff and discussed:

- Literature review on the history of the one route surveyed in the early part of the 20th century
- Identification of potential routes from no less than three alternative routes
- discussion of land ownership along the potential routes
- A conceptual development plan

The Six Rivers National Forest supports the East/West alternative rail route feasibility study.

Sincerely,


TYRONE KELLEY
Forest Supervisor

cc: Nick Angeloff

